purpose during the last three years, no work had been done. The inhabitants of the locality had put up two groynes, but they were damaged for want of proper maintenance. The work should be taken up soon, as, otherwise, the lands on the banks of the river at the locality would be washed away.

An embankment should be constructed at Tiruvengaman and the level of portions of the Kuriyannur-Marammannu road should be raised to prevent the inrush of river water during the rainy season to the adjoining lands. Similarly, the level of (i) the road from Nedumpravar to Kuriyannur from the junction with the Tiruvalla-Kozhenchery road to Pramadattu rock (ii) the M. A. road at Tiruvengaman (iii) the T. K. road should be raised.

All lanes leading westwards from the Pamba river from Pramadattu rock to Mulaveli rock should be closed to prevent river water from flowing along them during the rainy season. The work, the member said, would not cost more than Rs.200.

Lastly, the breaches that had occurred during the floods of 1099 at Erattubhagam and Tiruvengaman should be closed and portions of the Tiruvalla-Kozhenchery road that were subject to submersion during rains should be raised.

The member concluded by saying that a memorial signed by about 1,500 inhabitants of his taluk praying for the Kozhenchery bridge had been submitted.

DEWAN'S REPLY: Mr. Koshy Palakunnattu, the bridge over the Kozhenchery river which you plead for is no doubt very desirable ; but as it is very expensive, it is not possible to put it down in our programme of public works construction for the next year or two at least.

In regard to minor irrigation works, estimates for improving the two *chiras* you mentioned are under scrutiny and will be considered in the year 1103.

The embankment at Tiruvengaman requires investigation.

Estimates are under preparation in regard to the three groynes in the Pamba river.

Of the three roads you mention in the fifth item of your representation two are ryots' roads which are not under departmental maintenance and the other one will be looked into. As for the T. K. road, the question will be considered.

The question of closing lanes leading westwards from the Pamba river from the Pramadattu rock will be enquired into.

113. Needs of the Tiruvalla taluk.

MR. K. R. NILAKANTA PILLAI (*Member, Tiruvalla taluk, Group II*) represented the need for the early completion of the repairs to the Chengannur-Mannar road *via* Pandanad. In 1060, the Government opened a trace between the two places, which was subsequently widened by the local inhabitants. The road started from the 75th mile of the Main Central road and ran along the southern bank of the Pamba river. Portions were breached by floods and the fields to the south of the road were also damaged by the inrush of river water. It would be well if culverts were constructed at those places. Again, several parts of the road were under water during winter, and the level should be raised. The Government had provided a sum of Rs. 2,000 for the purpose in the budget for 1102, which would be sufficient only for a length of 2 miles. Unless the whole work of raising the level was done at a stretch, the money spent each year would be a waste. He therefore, urged that provision should be made for raising the level of all the necessary portions and also for the construction of four culverts in the road.

The total length of the road was only 7 miles and it was very much used by the pupils attending the English High Schools at Mannar and Chengannur, and persons going to the Munsiff's Court, Magistrate's Court, hospital and other institutions in Chengannur, and to the Sastampuram market. It would be of immense benefit if the road was made fit for cart traffic and a *junghar* service established at the Illimata ferry.

The Chengannur-Kozhenchery road started eastward from the 74th mile of the M. C. road and passed along the Puttankavu bazaar. The whole length of the bazaar, about 2 miles long, was on the banks of the Pamba river. The width of the road at that portion was only 10 feet and there were houses in close proximity on both sides. During the rainy season it was submerged under water. It was the

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only road in the locality used for motor traffic. But on account of the location of the houses there, the level of the road could not be raised nor could the road be widened. It would therefore be advantageous if a deviating road be opened along the southern side of the road passing along the English High School for girls and the Puttankavu church. There was already a *poramboke* path surveyed along the deviation suggested ; and if additional lands were necessary, the local inhabitants would be prepared to surrender them free. Even if objections were raised by some people, only one or two acres of land would have to be acquired. The cost involved was insignificant when compared with the benefit to be derived. The deviation road should therefore be constructed ; and along with that work two small bridges one across the Aycad *todu* and the other across the Kozhipalam *todu* should also be constructed.

Lastly, the Muzhikkal-Illimata todu should be widened. The need for it had been urged upon the Government both in the Sri Mulam Popular Assembly and the Legislative Council. The canal was very useful in draining away the flood water in the Pamba river and thereby adding indirectly to the safety of the Erapuzha bridge. Several parts of the canal were encroached upon by the neighbouring land-owners. The encroachments should be vacated and the canal deepened and widened. It would then not only prevent damage by floods in Illimata but also prove useful for irrigating an extent of about 500 acres of wet land in the vicinity.

DEWAN'S REPLY : Mr. Nilakanta Pillai, an estimate for Rs. 17,850 for repairs to damages on the road from the Changannur-Mannar road *via* Pandanad. was sanctioned and the work has been started.

The member said that only two miles of road to the west of the M. C. road had been repaired, and that after the next monsoon it would require further repairs.

DEWAN : With regard to the early completion of the raising of the level of the road between Chengannur and Illimata, it is a matter which the Public Works Department says has to be investigated first before money can be spent upon it. The construction of 4 culverts will also be taken up when the general improvement of the road is undertaken. The *junghar* service which you refer to will not be of much use until the road is improved and converted into a cart road. I do not know whether it will be fit for cart traffic. As regards the completion of the road from Illimata to Mannar *via* Parimala, the matter will also have to be investigated. The bridges which you ask for at Aycad and Kozhipalam on the Chengannur-Kozhenchery road will have to be investigated and estimates prepared. But for the present *junghars* and ferry-boats that are provided will have to serve.

With regard to the widening of the canal from Muzhikal to Illimata, the preliminary rough estimate shows that the cost will come to Rs. 25,000 and I am afraid that it will have to stand over for the time being.

114. Needs of the Shertallai taluk.

MR. K. PARAMESVARA PANIKKAR (*Member, Shertallai taluk, Group I*) conveyed the thanks of the people of his taluk for the sympathetic attitude of the Dewan towards the wants of the people of Shertallai as evidenced by the sanction given for the construction of the Alleppey-Arur road. But he said that the roads in the taluk were not sufficiently wide and the gravel not thick enough to make the roads fit for cart traffic. In regard to the former defect, the Dewan had ordered the increase of the width of the main road ; and in regard to the latter, the Chief Engineer had stated that the roads would have sufficient gravel only after repeated maintenance. In the circumstances, the member said that it would be enough if the cart roads under construction, *viz*, the roads from Alleppey to Arur and from Tannirmukkam to Arthinkal be finished before the close of 1102. He also invited the Dewan to open the completed roads.

The road from Arur to Shertallai took a sharp bend at a place 1½ miles away from the Shertallai town and ran parallel to the Arthinkal-Shertallai road to the northern end of the town. It would be more convenient if the eastern portion of the Arur road be taken due south to meet the Arthinkal road and extended further south as far as Trippurakkulam. Again, if the southern-most part of the town be connected

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